

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

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## INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR 29 September 1952

SUBJECT Improvement of the East German Railroad System  
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PLACE  
ACQUIRED [REDACTED]NO. OF ENCLS. 11 @  
(LISTED BELOW)DATE OF  
INFO. [REDACTED]SUPPLEMENT TO  
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1. [REDACTED] the following materials were to be dispatched to the  
Huehnenbock railroad station for use on the Nordring Berlin:

1,200 ties from the rails and ties depot in Wuelknitz;  
3,000 meters of standard-gauge trackage and 2,000 ties from the Erfurt regional  
railroad headquarters;  
3,000 ties from the ties depot in Engelsdorf. (1)

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2. [REDACTED] 13 workers doing repair work on the old Fachkrug  
bridge on the Templin-Prenzlau railroad line. (2)

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3. In early June, [REDACTED] the Greifswald regional railroad headquarters that  
the track laying work at the Eberswalde connecting curve had been completed, but  
that a speed limit of 10 km/h had been set for this curve until further notice. (3)

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[REDACTED] the abutments of the bridge over the Grenzgraben on the Anger-  
muende-Stralsund railroad line have been completed. The completion date for the  
bridge had been fixed for late July. (4)

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4. In late June, [REDACTED] the  
double tracking of the Guben-Cottbus-Falkenberg railroad line was to be  
accelerated by appealing to the voluntary cooperation of the population. (5)

5. [REDACTED] the line between  
Birkenwerder and Karow was to be provided with a third rail so that it would be  
suitable for interurban railroad operations. (1)

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6. In mid-June, [REDACTED] the Lietzow-Pinz railroad line was being  
reconstructed. A rail link connecting this line with the Wassnitz-Bergen line was  
already under construction at Lietzow. (6)

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7. [REDACTED]

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- a. According to plans dated 28 May 1952, the building of a connecting curve at  
Wildpark has been planned. The project requires the construction of a signal box.  
The curve will be provided with type C section blocking. (7)

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- b. Only the earthwork was under way on 12 June of the construction of the connecting curve at Grossbeeren. The completion date for the project was fixed for mid-October 1952. Safety and signal installations will be completed by the end of October. (8)

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8. [redacted] a sum of 11,520,000 eastmarks had been allocated for the improvement of the Belgig-Treuenbrietzen railroad line. The project requires 23,150 meters of S-49 type rails, 14,700 ties, 15 simple and 2 double slip-switches, 50,000 cubic meters of ballast and the material needed for the construction of signal-boxes. It is planned to reinforce the permanent way so it can carry an axle pressure of 20 tons and a speed of 60 km/h; to eliminate all grades exceeding a ratio of 1:200 and curves exceeding a diameter of 500 meters. Furthermore, passing sidings, each 750 meters long will be built at the Haseloff, Mienegk and Dahnsdorf railroad stations, and the bridge over the Plane River at Mienegk will be reinforced. Two completely automatic switch control boards each are scheduled to be installed at the Belgig and Dahnsdorf railroad stations. (9)

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9. [redacted] a rail link connecting Eberswalde and Loewenberg is to be built by order of the Russians. The designs were to be completed by early July, and construction work was scheduled to be started in September 1952. The cost for the project, which involves the laying of 40 km of S-49 type rails, is estimated at 72 million eastmarks. (10)

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10. [redacted] a second track is to be reconstructed on the Berlin-Belzig railroad line. The section from Berlin to Brueck is to be built in 1952, and the section from Brueck to Belgig is scheduled to be constructed in 1953. (11)

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11. The physical status of Marzahn-Karow section of the Berlin Outer Freight Ring, which was completed in 1950, does not meet the technical requirements of the southern section of this freight ring and the Nordring Berlin which is presently under construction. It is therefore planned to reconstruct the Marzahn-Karow line double track so that it meets the same requirements as the other sections of the Berlin Outer Freight Ring. (12)
12. The Berlin-Lichtenberg railroad station will be reconstructed. Work on the project, the cost of which is estimated at 3 million eastmarks, is to be started immediately. (13)

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## Comments.

- (1) Information on the Nordring Berlin project was transmitted previously. [redacted] 25X1  
[redacted] According to information available, the Nordring will be ready for use by early September 1952.
- (2) [redacted] 25X1
- (3) The completion of the connecting curve near Eberswalde was reported previously. [redacted] 25X1
- (4) [redacted] 25X1

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- (5) The double tracking of this line is a priority construction project. [ ] 25X1  
 25X1 [ ] . After the Soviet pattern, the civilian population has  
 been asked to participate in the construction work on a voluntary basis.
- (6) The reconstruction of this dismantled single track line on Ruegen Island was  
 previously known. [ ] 25X1  
 [ ] 25X1
- (9) This line is of importance for the Jaeterbog troop training grounds. [ ] 25X1  
 [ ] 25X1
- (10) The construction of this rail link had been postponed until 1953. It now  
 appears that work on it will be started this year.
- (11) The Berlin-Helzig line section is part of the Berlin-Liesenburg-Ingelburg-  
 Dessau trunk line. [ ] 25X1
- (12) The line between Marzahn and Krow, which forms the eastern section of the  
 Berlin Outer Freight Ring, was dismantled in 1945 and reconstructed as a  
 single track in 1950. The intended double tracking and improvement of this  
 line was reported previously by another source. [ ] 25X1
- (13) The closing  
 of the Anhalter Bahnhof and the Stettiner Bahnhof necessitated the enlargement  
 of the Lichtenberg railroad station. [ ] 25X1

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